

**What is claimed is:**

1. A jet engine comprising:

a body;

a burner installed in the body to inject and burn fuel in compressed air;

a high-pressure turbine having a plurality of rotors, the high-pressure turbine being rotated by high-pressure exhaust gas discharged from the burner;

a low-pressure turbine having a plurality of rotors, the low-temperature turbine being rotated by low-pressure exhaust gas passing through the high-pressure turbine;

a rotary shaft combined to gyratory centers of the high-pressure turbine and the low-pressure turbine; and

means for providing propulsive force which rotates together with the rotary shaft in order to change lateral component of velocity of the exhaust gas, discharged through the low-pressure turbine from the burner, to be directed rearward.

2. A jet engine according to claim 1,

wherein the propulsive force providing means is a fan combined to the rotary shaft at the rear of a last rotor of the low-pressure turbine, and

wherein the fan is substantially parallel to a tail portion of the last rotor of the low-pressure turbine at a head portion thereof and curved rearward at a tail portion thereof in order to change the lateral component of velocity of the exhaust gas, passing through the low-pressure turbine, to be directed rearward to the utmost when rotating.

3. A jet engine according to claim 1,

wherein the propulsive force providing means is a bent portion formed in a tail of each rotor of the low-pressure turbine, and the bent portion of each rotor changes the lateral component of velocity of the exhaust gas, passing through the rear rotor, to be directed rearward to the utmost so as to provide propulsive force.

4. A jet engine according to claim 3,

wherein the bent portion is formed in all rotors of the low-pressure turbine except a last rotor,

wherein a fan combined to the rotary shaft to rotate together with the rotary shaft is installed at the rear of the last rotor, and

wherein the fan is substantially parallel to a tail portion of the last rotor of the low-pressure turbine at a head portion thereof and curved rearward at a tail portion thereof in order to change the lateral component of velocity of the exhaust gas, passing through the low-pressure turbine, to be directed rearward to the utmost when rotating.

5. A jet engine according to claim 1,

wherein the propulsive force providing means is first and second tails formed in each rotor of the low-pressure turbine, and

wherein the first tail is formed substantially straightly so that gas flowing on a surface thereof is directed toward an adjacent rotor, while the second tail is bent rearward so that the lateral component of velocity of the exhaust gas, advancing from another adjacent rotor, is directed rearward to the utmost so as to provide propulsive

force.

6. A jet engine according to claim 5,

wherein the first and second tails are formed in all rotors of the low-pressure turbine except a last rotor,

wherein a fan combined to the rotary shaft to rotate together with the rotary shaft is installed at the rear of the last rotor, and

wherein the fan is substantially parallel to a tail portion of the last rotor of the low-pressure turbine at a head portion thereof and curved rearward at a tail portion thereof in order to change the lateral component of velocity of the exhaust gas, passing through the low-pressure turbine, to be directed rearward to the utmost when rotating.

7. A jet engine according to claim 1,

wherein the propulsive force providing means is a transformed tail formed in each rotor of the low-pressure turbine, and

wherein the transformed tail has a first surface formed substantially straightly so that gas flowing on a surface thereof is directed toward an adjacent rotor, and a second surface bent rearward so that the lateral component of velocity of the exhaust gas, advancing from another adjacent rotor, is directed rearward to the utmost so as to provide propulsive force.

8. A jet engine according to claim 7,

wherein the transformed tail is formed in all rotors of the low-pressure turbine

except a last rotor,

wherein a fan combined to the rotary shaft to rotate together with the rotary shaft is installed at the rear of the last rotor, and

wherein the fan is substantially parallel to a tail portion of the last rotor of the low-pressure turbine at a head portion thereof and curved rearward at a tail portion thereof in order to change the lateral component of velocity of the exhaust gas, passing through the low-pressure turbine, to be directed rearward to the utmost when rotating.

9. A jet engine according to claim 2,

wherein the fan has a diameter substantially similar to a diameter of the last rotor of the low-pressure turbine.

10. A jet engine according to claim 1,

wherein a compressor is installed in the body, the compressor being connected to the rotary shaft and rotating by the rotating force of the turbine to compress air supplied into the burner.

11. A jet engine according to claim 1,

wherein a compressing chamber is installed at the front of the body so as to naturally compress air which is flowed therein when the body advances.

12. A jet engine according to claim 11, further comprising a cooling means installed in the body to supply the air, compressed by the compressor, toward the fan.

13. A jet engine according to claim 1,  
wherein a front portion of the body is sealed, and an oxygen storage area is prepared in the body in order to store oxygen to be supplied to the burner.

14. A jet engine according to claim 13, further comprising a cooling means for supplying coolant to the fan.